Daily Diary Report by Bid Item

Contract No.: **04-0120F4**
Diary #: **833** **Const Calendar Day:** 325 **Date:** **25-Apr-2013** **Thursday**
Inspector Name: **Bruce, Matt** **Title:** **Transportation Engineer**
Inspection Type: Intermittent
Shift Hours: 07:00 am 03:30 pm **Break:** 00:30 **Over Time:**
Federal ID:
Location:
Reviewer: **Schmitt, Alex** **Approved Date:** **Status:** Submit

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge

Weather

Temperature **7 AM** 40 - 50 **12 PM** 50 - 60 **4PM** 50 - 60
Precipitation 0.00" **Condition** Cloudy in the AM to mostly cloudy in the PM

Working Day ☐ If no, explain:

Diary: Dispute ☐

Work description.

- Attended weekly SAS Safety Tailgate meeting at 8:00am.

- Placed and recorded initial baseline measurements to monitor the amount of rotation and translation of the Temporary Bearings and S1/2 Shear Keys per the request of TY-Lin designer Nhan Vo. Measurements began at 9:50am under cloudy skies with an ambient temperature of 56F. The average steel temperature on the top plate of the OBG was 58F. The bipod was used to establish vertical change due to the thermal cycles on the OBG at all four Temporary Bearings. Also initial marks were placed on the foot assembly to monitor whether the temporary bearings are translating in the longitudinal direction of the bridge due to daily thermal cycles. The following is the initial measurements taken for temporary bearing rotation with the bipod:

Temp. Brg / Shear Key	Corners	Dist. from top of bipod pole clamp (mm)	Transl. Mark
TB1	SE / SW	223 / 364	South
S1	WCL / ECL	459 / 398	North / South
TB2	NE / NW	229 / 332	South
TB3	SW / SE	323 / 209	South
S2	ECL / WCL	383 / 452	North / South
TB4	NW / NE	351 / 276	South

The last column denotes the location of the initial mark (zero) placed to monitor longitudinal translation of the temporary bearing or permanent Shear Key. All measurements and initial marks were completed by 11:10am still under cloudy skies with an ambient temperature of 57F. The average steel temperature didn't

increase much as the measured temperature was 63F. Also it should be noted that both Skyway/east end SAS OBG traveller trolleys were erected onto the rails near Hinge A. However the concrete for the expansion joint at AW has not yet been placed. Finally the SMART level was placed on the south side of permanent bearings B1 and B2 as another check for rotation at Pier E2. Both measurements were 0.7 degrees clockwise looking north from the Pier E2 centerline.

- Checked on the status of the W2 cap beam Class 1 finish and crack repair before removal of the suspended platform. As of today these tasks have not been performed by ABF or their subcontractors. ABF ironworkers continued to remove the working platforms for PWS installation on the south end of the W2 cap beam.

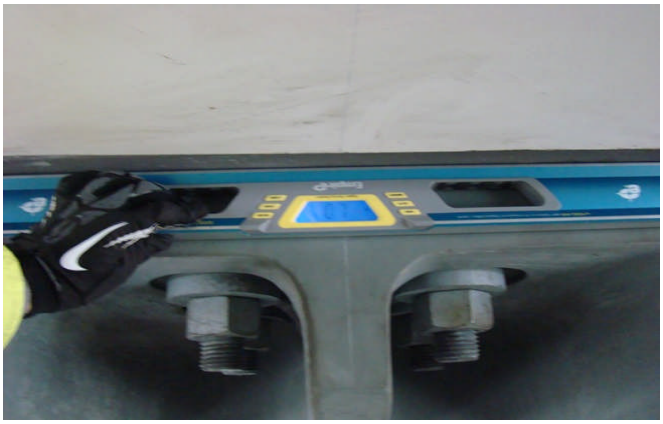
Attachment

Average steel temperature measured at the end of the survey seen near panel point EPP127CL.

Laser level placed plumb in the longitudinal orientation on the Temp. Bearing No. 1 south foot assembly used to measure translation between the roller

Typical measurement from the bipod pole clamp (silver section) to the Temp Bearing steel plate.

Cloudy conditions observed at the end of the initial measurements on the Temporary Bearings and the S1/2 Shear Keys.



Measurement taken on the south side of Bearing B2 of 0.7 degrees.

Initial mark placed with the laser level to measure translation on the south face of Temp. Bearing No. 1 foot assembly.

Bipod placed on the southwest corner of Temporary Bearing No. 3 to measure rotation of the bridge at pier E2, marks were made on the concrete & steel